



AIR FORCE CIVIL ENGINEER SUPPORT AGENCY



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01-07

MARCH 2001

AIRFIELD OBSTRUCTION REDUCTION INITIATIVE

SYNOPSIS:

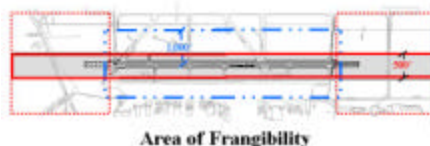
In July 1998, a pilot lost his life because an airfield navigational aid was mounted in the flight path on non-frangible supports. Through a SAF/IG Report of Review (ROR), the mishap drew the attention of the Chief of Staff, who directed that we take corrective action. As a result, HQ USAF/XOO and ILE issued a USAF-wide data call to identify all obstructions. HQ USAF/ILE assembled a cross-functional Tiger Team to investigate the causes of the problem and make recommendations for improvement.

THE FIRST STEPS: The team collected, collated, and analyzed the data submitted by the bases to frame the issues, then hosted a workshop for approximately 40 experts from various disciplines to gain more insight. The results are documented in the 27 Nov 00 Airfield Obstruction Reduction Initiative (AORI) Report, available at www.afcesa.af.mil.

THE SPECIFICS:

The AORI Tiger Team had three objectives: evaluate the IG's recommendations, survey the AF and establish a funding strategy to help remove obstructions, and recommend changes to policies and procedures to prevent new obstructions from being placed too close to the airfield. Here's what they did and some of their recommendations. The team validated SAF/IG's recommendations through review of the data and discussion with the experts, and then developed the details needed to implement changes. The first recommendation was that the USAF adopt the Federal Aviation Administration's specification for Low

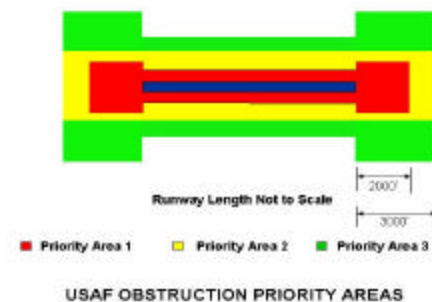
Impact Resistant Structures. The team found the USAF had adopted this specification; however, its application was limited to airfield approach lights. So, the language was expanded to address application to other systems and structures and to define the minimum area of frangibility on the airfield. The new standard is described at Attachment 1 to the AORI Report and will soon be published in a change to AFMAN 32-



1123.

The second recommendation was: "AF/IL ensure that all leadership within Civil Engineering units are familiar with, understand, and comply with frangibility requirements." Several actions are pending to address this recommendation. On 1 Feb 01, HQ USAF/XOO/ILE issued a Policy Memorandum directing that all airfield-related projects be coordinated with Airfield Management, Safety, Communications, Community Planning, and Design Engineers. Guidance for personnel in the Operations Management field is being revised to include this same requirement. More emphasis is being placed on frangibility issues during Airfield Management course, and AFCESA is developing a CD-ROM training program for all personnel. The Reliability and Maintainability Checklist for designers is being revised to include frangibility for airfield structures; and AFCESA, in conjunction with the Engineer Research and Development Center and Lockwood Greene Technologies, is developing an ETL on Standard Frangible Designs. The third

and fourth recommendations from the SAF/IG's ROR dealt with bringing the 38th Electronics Installation Group's project support agreements and processes for installation of air traffic control and landing systems in line with AF policy on frangibility. The fifth recommendation ("AF/IL ensure that MAJCOMs identify all non-frangible structures within clear zones and make removal a priority.") is addressed within the "Funding Strategy" section of the AORI Report. Bases identified all AF obstructions last year during the data call. The tiger team analyzed mishap locations and then



developed an Air Force prioritization model. To enable this effort, the CVAF endorsed the tiger team's funding strategy to add \$15M per year from FY03 through FY10 as a "must pay" bill.

Many other actions are being accomplished to aid in this effort. Read the AORI Report for all of the details.

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